

Provo Herald 29 May 1975

Master Plan For Canyon Given Airing

Only 12 citizens turned out last night for a public hearing on the Provo Canyon master plan held in the Orem City Center.

Conducted by Lowell Christensen, member of the planning commission, with all commission members in attendance, the meeting drew no protests although some suggestions for the canyon were made.

Mr. Christensen explained the purposes of the master plan and pointed out that the public hearing was the final in a series

of meetings held by the planning commission and staff to obtain opinions concerning the plan.

More than 350 property owners in the canyon have been in attendance at these meetings, he said.

Mr. Christensen also emphasized that residents will have an opportunity to read the master plan and write letters to the commission until June 17. The plan will be adopted after that date, he said.

Kent Patton, property owner in the canyon, expressed concern about reference in the plan to a rifle range and to a driving course for motorbikes and four-wheel drive vehicles in the clay pits.

Karl Lyman, Utah County commissioner, told Mr. Patton that a group of bike and four-wheel drive vehicle enthusiasts is currently meeting to find track sites in the north and south ends of the county for their sport.

Bert Bullock asked if The Daily Herald article on the planning commission's meeting with Utah Highway Department officials was complete and accurate. Mr. Christensen displayed a copy of the article and commented that it was complete and accurate.

Dave Buss of Spring Dell asked where the highway would go in that vicinity. He was told that until the alignment hearing is held by the highway department they do not know.

Sterling Davis of the highway department reported the department plans a winter hearing on the alignment, probably in December or January.

Mr. Patton recommended that when security and policing of the canyon is being arranged that representatives of the canyon be named to the citizens' committee.

Mr. Lyman asked that he put the recommendation in writing for the county commission.

Thomas Pierpont suggested canyon property owners be placed in touch with those doing the design for the canyon park, stating that he had made this suggestion before and felt it had been ignored.

Mr. Lyman also recommended Mr. Pierpont put this in writing.

Mrs. Camilla Dennis asked if any building is allowed in the
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A 'nowhere' railroad that really pays off

29 May 1975

By John Serfustin
Deseret News Correspondent

HEBER CITY — Some people call the Heber Creeper a railroad that doesn't go anywhere." They are partly right.

The Heber City-based steam locomotives puff and chug their way through the pastoral setting of Provo Canyon only to return their passengers to Heber, where the trip began several hours earlier.

But for Creeper president Lowe Ashton and general manager Rey Arnold, the business of taking people nowhere is taking the company's gross sales somewhere: up.

The duo projects an annual total of \$1 million in sales by 1976, when the company

starts year-round operations. They also say they expect to pay \$250,000 a year to 125 employees.

That much money and that many jobs are bound to affect the small communities of Wasatch County, whose total population is only 6,500. The railroad men say the effects will be far reaching and positive.

Ashton claims the Creeper's predicted success is only part of the local tourist industries' long-range goal of "the development of the recreation potential of Heber Valley." It will transform Heber Valley into a tourist "destination point."

This development will shift the economic base of the county from agriculture to tourism, he said.



Mr. Ashton

"Railroad Rey" Arnold — a company man complete with "Heber Creeper" belt knuckle — said the shift will be a long — overdue stimulus for the area's sagging seasonal economy.

The Creeper's expanded work force, taken, with its spinoff benefits for local resorts and retailers, should

ease local unemployment, Arnold said.

Unemployment in Wasatch and Summit counties now hovers around 16 percent, according to latest Employment Security statistics.

By exploiting the area's tourist potential in winter as well as summer, Arnold said, the Creeper and other tourist attractions can overcome the roller coaster unemployment curve which rises in winter and dives in summer.

"We saw the success the Chamber of Commerce had with its dog sled and snowmobile races," Arnold said, "and we decided to stretch our legs a bit for winter trade."

The largest part of this "leg stretching" will come when the Creeper begins to offer

"package tours" lasting two or three days. Vacationers can then visit every attraction in the valley and stay for several days and nights, instead of coming for a day trip or a single night stay.

By going into winter sports as well as "dinner on the diner," he said.

The Creeper began broadening its food service base to support winter operations May 1 when it leased two restaurants south of Heber City and took control of its own previously leased food services.

Profits from the restaurants will pay for winterizing the plant. Snowplows will replace cow catchers on the locomotives, and the depot

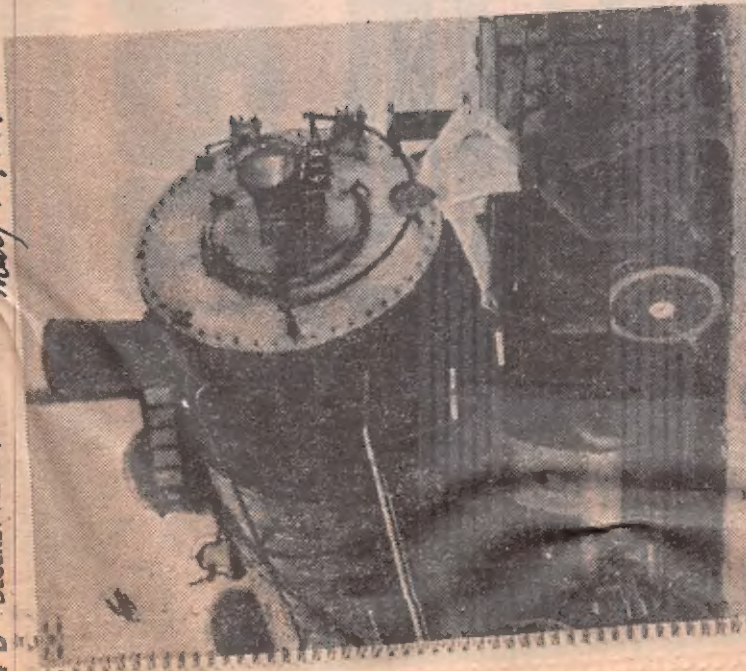
and passenger cars will be heated.

When people begin to make year-round high wages at the Creeper and other resorts, it will offset the trend toward "bedroom communities" in Heber Valley, Ashton maintains.

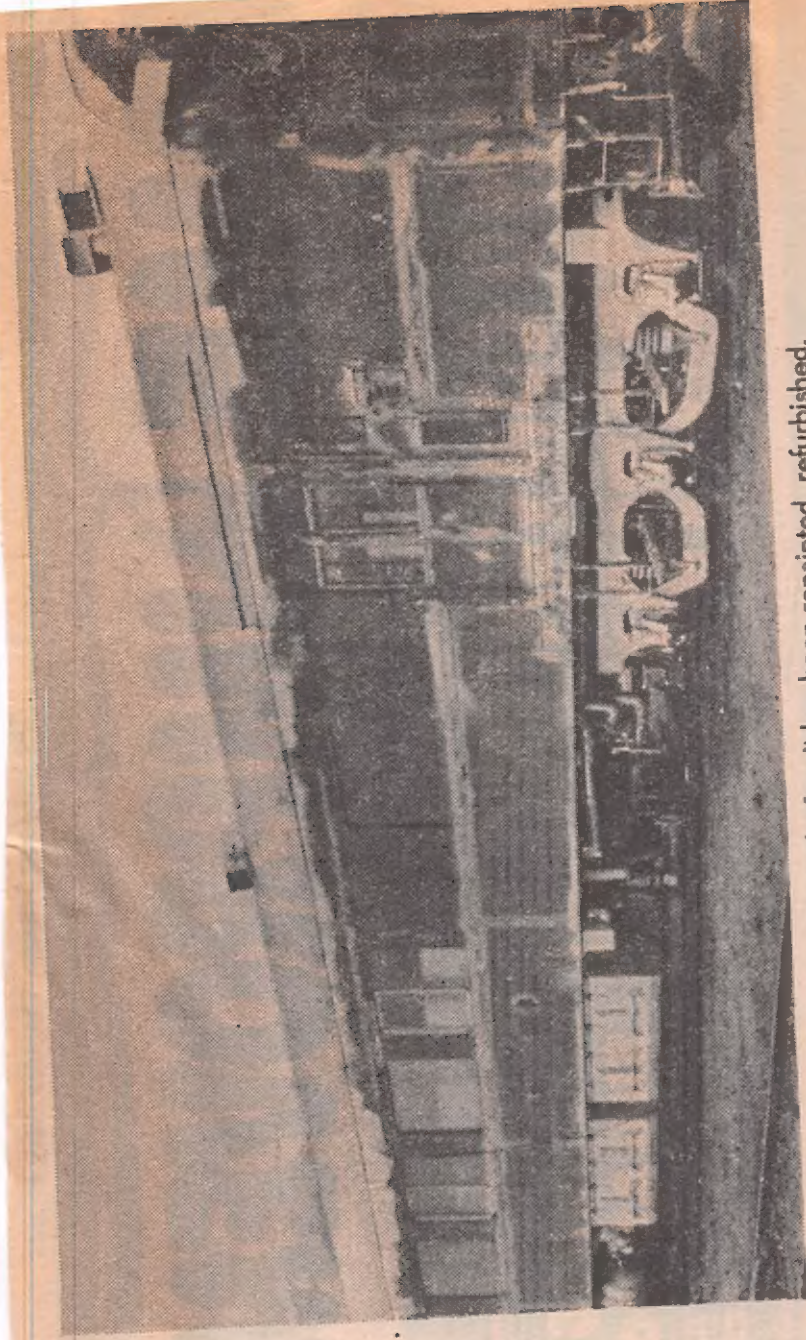
"People who live in the county shouldn't have to cross the mountains into Salt Lake or Provo every day to make a decent living," Arnold adds.

The growth of the tourist industry has upset some longtime valley residents. They fear the trend may damage the rural lifestyle here. Ashton and Arnold are quick to deny this.

1. D. DISNEY KENNY, MICHIGAN May 29 1975



Ray Arnold tries on big No. 618 for size.



This car will be added to Creeper stock after it has been repainted, refurbished.